

Memo To: RPC Development of Regional Impact Subcommittee
From: Rockingham Planning Commission Staff
Date: November 16, 2020
Subject: 266 Route 125, LLC. Site Plan and Subdivision Application– Kingston Regional Impact Declaration

Rockingham Planning Commission (RPC) was notified on September 10, 2020 that related proposals involving a subdivision, site plan and conditional use permit applications before the Kingston Planning Board were declared a development of regional impact under RSA 36:55. The proposal submitted by 266 Route 125, LLC., Kingston, NH is for an 80,000 square foot distribution facility and includes a subdivision application, site plan application, and conditional use permit for the use in the Aquifer Protection District and Shoreland District. At the direction of the RPC Regional Impact Committee chair, RPC staff was requested to write a memo regarding potential regional impacts for the applicant and the Kingston Planning Board.

The proposal is to be located on Route 125 near the Kingston/Brentwood town boundary, just north of the Route 125/Route 107 intersection. The proposal is located at 266 Route 124 (Lot 41-17-1) in **Kingston's** Commercial – C2 Zoning District and is a permitted use in that district. The municipalities with potential impacts from the proposal within New Hampshire and the RPC region include: Fremont, Epping, East Kingston, Danville, Brentwood, Newton, Plaistow, Exeter, and Hampstead.

Comments below regard the proposal's potential regional impacts as identified under RSA 36:55 that can reasonably be expected to impact on a neighboring municipality, because of factors such as, but not limited to, the following:

I. Relative size or number of dwelling units as compared with existing stock.

The proposal does not include any residential uses so there is no anticipated impact on existing housing stock.

II. Proximity to the borders of a neighboring community.

The proposal is located fully within Kingston, but is located immediately south of the Kingston/Brentwood town boundary. As noted above, the proposal is located within **Kingston's** Commercial C2 District; the area is surrounded by a mixture of industrial uses and commercial uses near Route 125 with residential uses surrounding the rest of the property. The area to the north in Brentwood is zoned as a Commercial/Industrial District along Route 125 with residential and agricultural uses away from the Route 125 corridor.

III. Transportation networks.

- **Traffic Impact Study:** Overall, the Traffic Impact Study (TIS) completed by Stephen G. Pernaw and Company, Inc. utilizes appropriate and practical assumptions and the analysis indicates a reasonable volume of trips generated by the facility.
- **Traffic volume:** NHDOT data indicates that Average Annualized Daily Traffic on NH 125 in the vicinity of the site driveways was 12,635 (2018) and 3,472 vehicles per day along NH 107/Marshall Road. The TIS indicates somewhat higher volumes during summer 2020 with traffic between 14,000-14,200 vehicles per day during weekdays.
- **Trip Generation:** Analysis in the TIS indicates that the completed facility would generate approximately 1966 trips per day (50% entering/50% exiting) of which 14%

would be trucks. Only a small portion of these trips are indicated to occur during the AM (8.8%) and PM (10.2%) peak hours on NH 125 in the area.

- Trip Distribution: The distribution of trips from the proposed facility is based on US Census Bureau data on where workers live who are employed in the selected area.
- Safety: The TIS indicates a significant number of left turns from site driveways across NH 125 traffic that is traveling at 50-60 MPH. The study also indicates that during peak hours left turns from the site driveways onto NH 125 will operate at failure (LOS F) conditions from the start with delays approaching 1 minute per vehicle.
- Signalized Intersections: The TIS indicates that a traffic signal is warranted at the intersection of NH 125 and NH107 under build conditions.
- Questions/Comments on the TIS:
 - What portion of daily and peak hour trips are employees versus goods movement?
 - **Define "Trucks" as used in this Impact Analysis. Does it include "Sprinter" vans or are those classified as cars for this study?**
 - Would the trip distribution for the non-employee trips be better to be based on the service area of the facility or relative locations of population centers in the service area?
 - Is the ~14,000 vehicles per day shown for NH 125 on Page 6 a peak month or annualized volume?
 - What is the design speed of NH 125? Is stopping sight distance adequate for the North driveway given the speed of traffic and curvature of the highway?
 - Are driveway access left-turn lanes protected by raised medians or simply pavement striping?
 - Is the Traffic Impact Study for the Kingston Crossing proposal available?
- RECOMMENDATIONS:
 - Revisit the trip distribution assumptions with the employee trips based on the census data as currently utilized and the goods movement distribution based on the service area of the facility.
 - Clearly define what is considered a **"Truck" for the analysis. State the split** between employee trips and goods movement trips.
 - Given the number of additional peak hour trips, the impacts on the capacity of the existing signals at NH 125/NH111/Main Street in Kingston and NH 125/NH111A in Brentwood should be incorporated into the TIS. If the impacts at those signals are significant, the analysis should expand further along NH 125.
 - The prevalence of larger vehicles on NH 125 and expected to be accessing this facility creates a high potential for a southbound right turning vehicle to mask a through vehicle from a driver attempting to exit the site driveways resulting in a crash. Given the expected lengthy left turn delays, high speeds on NH 125, and numbers of large vehicles, a tapered offset right turn lane might be appropriate to ensure an unobstructed sight triangle for vehicles departing the site driveways.
 - Conduct an analysis for a roundabout alternative at NH 125 and NH 107 intersection.

IV. Anticipated emissions such as light, noise, smoke, odors, or particles.

Anticipated emissions are expected to be primarily limited to those related to transportation and may include noise and air emissions from vehicles.

RECOMMENDATION: To mitigate noise and air emissions it is recommended that there be measures put in place to limit truck idling (electrification, time restrictions, etc.) and potentially limiting hours of operation.

V. Proximity to aquifers or surface waters which transcend municipal boundaries.

- Water supply: The proposal is located within the Wellhead Protection Areas (WHPA) for several public water supply wells within Kingston and Brentwood. (See Appendix A for map showing aquifers, public water supply wells and WHPAs.) There are also areas of predominately residential uses that are serviced by private, onsite wells surrounding the proposal. Additionally, the proposal is located within **Kingston's** Aquifer Protection District and requires a conditional use permit to ensure protection of groundwater resources.

RECOMMENDATION: To mitigate potential groundwater contamination, it is recommended that Kingston require Spill Prevention, Control and Countermeasure Plans and that NHDES Best Management Practices for Groundwater Protection (Env. Wq 401) are followed.

- Surface water: The proposal is located within the Exeter River watershed and immediately adjacent to the Little River, a tributary to the Exeter River. The site is located within the Source Water Protection Area for Surface Water as defined by NHDES Administrative Rules Env-Dw 902. The proposal is located within 300 feet of the Little River and requires a Conditional Use Permit for use within the Shoreland Protection District.

The entire proposal also is located with the regulated, urbanized area in Kingston (see Appendix B for EPA MS4 area map) that is subject to the federal MS4 Stormwater Permit. As such, Kingston is required to implement regulations that reduce stormwater runoff pollution on developments such as this proposal from entering surface and groundwater sources. Regulations related to subdivision and site plan standards are **required to be adopted by June 30, 2021. It does not appear that Kingston's current** stormwater regulations (Kingston Ordinance 908) completely conform to the requirements of the MS4 Permit at this time. Given the scale of the proposal and large propose area of impervious surface, Kingston should consider requiring stormwater standards that conform to the requirements of the MS4 Permit. This is most easily accomplished by **utilizing the standards outlined in the Southeast Watershed Alliance's** Model Stormwater Regulations. Any stormwater generated from the proposal that enters on to municipal property (including roads) or state property (again, including roads), could leave the municipality or state responsible for the treatment of that stormwater.

RECOMMENDATION: To mitigate any potential surface water pollution, it is recommended that any proposal be required to follow stormwater regulations required under **Kingston's** MS4 Permit, and that Kingston implement the conditions of their wetland and shoreland ordinances.

VI. Shared facilities such as schools and solid waste disposal facilities.

The proposal does not appear to rely on any shared municipal facilities, however, there is potential to required shared municipal emergency services given the location near Brentwood.

RECOMMENDATION: It is recommended that the Planning Board receive input from the Kingston emergency services personnel and Select Board regarding the handling of emergency services for parcels located near Brentwood.

Finally, it should be noted that the above comments and recommendations are considered advisory only. The RPC, nor the impacted municipalities, have any authority under the regional impact statute to interfere with the decision-making power held by the Kingston Planning Board.

Cc:

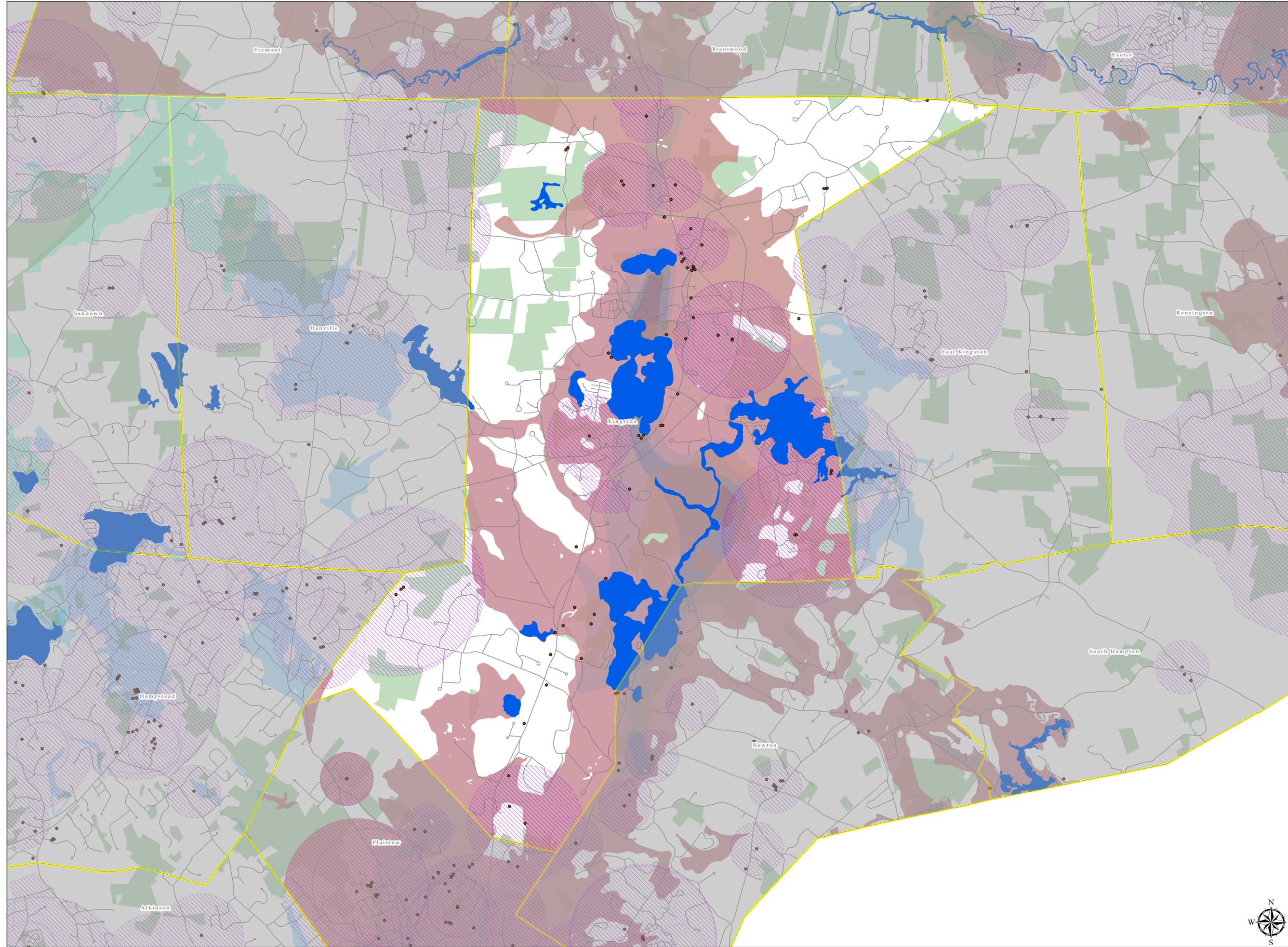
Town of Kingston Planning Board
Town of Fremont
Town of Epping
Town of East Kingston
Town of Danville
Town of Brentwood
Town of Newton
Town of Plaistow
Town of Exeter
Town of Hampstead

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Appendix A – Kingston Aquifer and Public Water Supplies

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Kingston

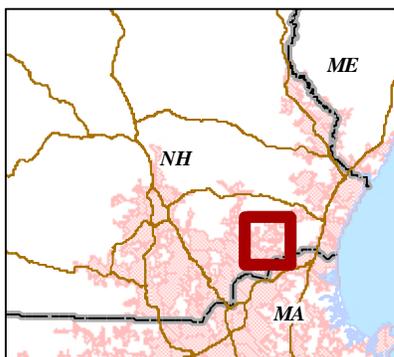
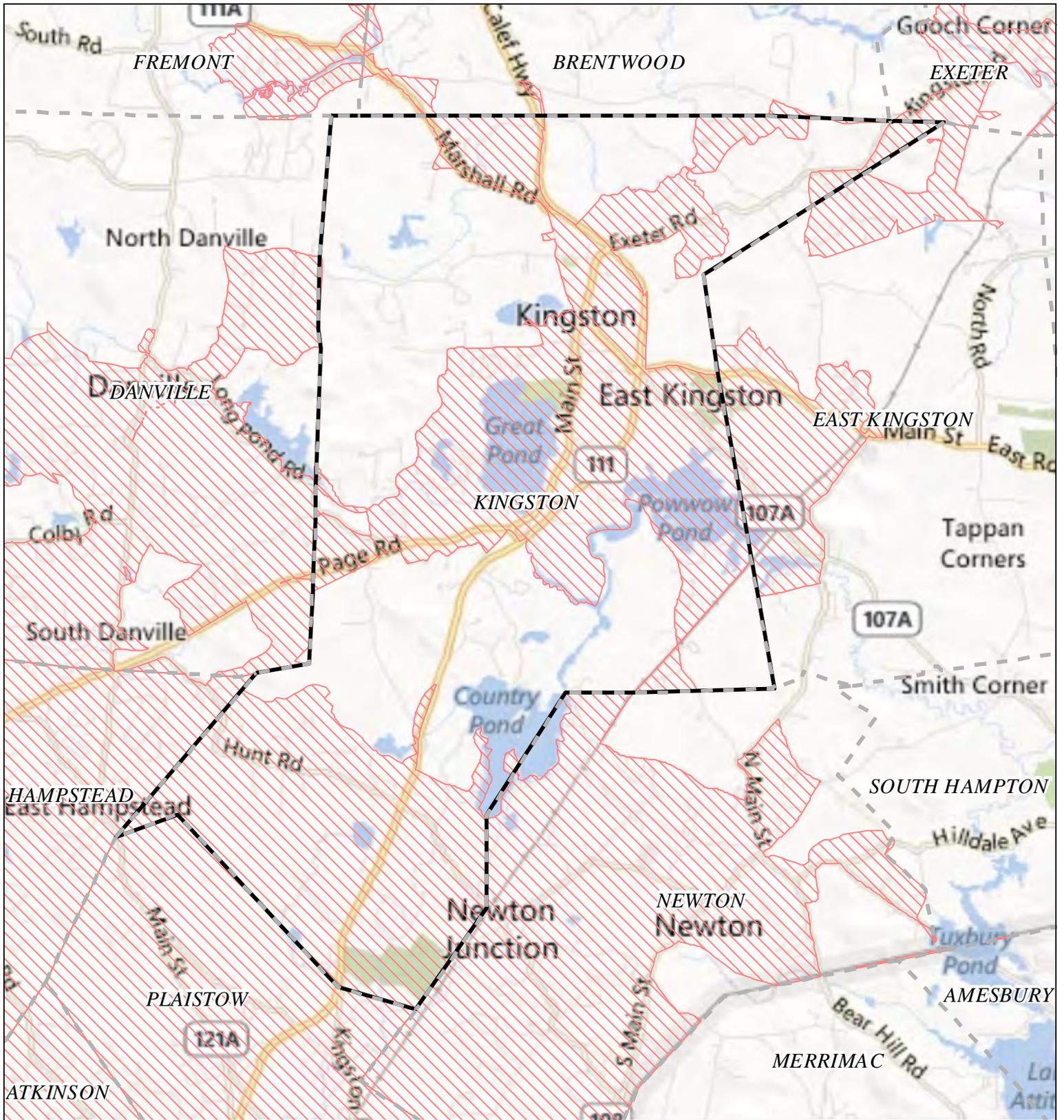


- Public Supply Wells (2017)
- Roads
- Waterbodies
- Wellhead Protection Areas
- Zoning or Code Protected Areas
- Conservation / Public Lands
- Stratified-Drift Aquifers in the Exeter**
- Transmissivity**
- Less than 500
- 500 to 1000
- 1000 to 2000
- 2000 to 3000
- Greater than 3000
- Stratified-Drift Aquifers Merrimack**
- Transmissivity**
- Less than 1000
- 1000 to 2000
- 2000 to 4000
- Greater than 4000
- RPC Towns
- New Hampshire Communities



Appendix B –Kingston MS4 Permit Regulated Areas.

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**NPDES Phase II Stormwater Program
Automatically Designated MS4 Areas**

Kingston NH

 Regulated Area (2000 + 2010 Urbanized Area)



Town Population: 6025
Regulated Population: 4123
(Populations estimated from 2010 Census)



Urbanized Areas, Town Boundaries:
US Census (2000, 2010)
Base map © 2010 Microsoft Corporation
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